

BRITISH CRUISERS RUSH TO GIVE BATTLE TO GERMAN SUBMARINES OFF NEW ENGLAND

Nine Passenger and Freight Steamers Are Believed To Have Been Sunk Already, Of Which Six Have Been Identified and Their Passengers and Crews Were Rescued

THREE SUBMARINES HAVE BEEN NOTICED AT WORK

In All Cases Warning Was Given And Passengers And Crews Were Placed In Small Boats From Which They Were Rescued By United States Destroyers

Boston, Oct. 9.—Rushing to give battle to the submarines, which have been attacking passenger and freight ships, three British cruisers were off Nantucket shoals early to-day. This was the first appearance of any warships since the attacks began. The belief is growing that the U-53 is only one of a flotilla of German submarines, gathered for attack on vessels carrying contraband of war. Shipping at ports along the New England coast was held up to a great extent. Shippers of munitions to the allies speculated uneasily as to the length of the stay of the submarines in the center of the trade route.

Speculation touched upon the rumor that the U-boats were made in America and that the parts were assembled at a secret base on this side of the Atlantic and launched. The rumor broadened to include reports that stores of petrol and other supplies were spirited out of American ports and deposited in marine coaches.

The American steamer Kamsan arrived here to-day. Her captain was unable to determine the identity of the undersea boat which held him up, but he thought it resembled the photographs of the U-53.

NAVY DEPARTMENT WILL PATROL ATLANTIC COAST

Washington, D. C., Oct. 9.—The navy department began preparations to-day to establish a patrol of warships along the coast to make certain that American neutrality was not violated by German submarine raids.

Possibilities of diplomatic complications over the submarine raids point towards the allies, as well as Germany. A loss of American lives might reopen the issue with Germany. The threatened complication with the allies lies in their contention that submarines should be excluded from all neutral ports.

Newport, R. I., Oct. 9.—Eye witness stories of the torpedoing of passenger and freight steamers by German submarines off Nantucket yesterday were told here to-day. According to the report brought by the officers of the flotilla of United States destroyers, which picked up the passengers and crews of the several vessels destroyed, nine merchant ships were sunk. The captain of the Nantucket lightship, off which the attacks were made, reported that three German submarines were operating south of Nantucket.

One of the submarines was supposed to have been the U-53 which visited this harbor Sunday and another was declared to be the U-61. Mrs. Henry B. Wilson of Williamstown, Mass., a passenger on the Stephano, one of the vessels sunk, said that an officer and several of the crew told her they had distinctly seen the name U-61 on the submarine that attacked their ship.

The six vessels known to have been sunk are the British vessels West Point, Strathedene, Kingston and Stephano, the Dutch steamer Bloemerdijk and the Norwegian tanker Christian Knudsen. The crews of all, with the exception of the Kingston's, were brought here to-day, together with the 83 passengers of the Stephano. They were cared for by the officers of the naval station and prominent members of the Newport summer colony.

It was believed that no lives were lost. Although the men of the freighter Kingston were reported adrift at sea in open boats, the fact that the weather was mild and the sea calm made it seem probable that they would be rescued. Of the passengers of the Stephano, 30 were American tourists returning from Newfoundland and the Canadian maritime provinces. They lost all their effects.

Commander Miller of the American destroyer Ericsson, which picked up some of the boats from the Stephano, said that no attack was made by a submarine until after all aboard had left the ship. When the Ericsson, responding to a call from the West Point, arrived at the Nantucket lightship Commander Miller observed a submarine a mile away and heard three shots. None of the shots struck the Stephano, which immediately sent a message to the Ericsson, saying: "Take off our passengers."

Before Commander Miller could get his boats to the side of the steamer she had loaded all her passengers in her own boats, from which they were taken aboard the destroyer. The Ericsson brought 25 women and 10 children; the destroyer Balch brought 69 others.

One of the Stephano's passengers said that while the Germans were engaged in disposing of the Stephano, a Dutch vessel, probably the Bloemerdijk, was

RUMANIANS LOSE; BRITISH TAKE LE SARS

The forced withdrawal of the Rumanian troops in the region of Kronstadt, Fogaras and Hermanstadt in the face of superior forces, mainly made up of Germans, was the most important development of the war yesterday. In the operation the Austro-Germans again recaptured Kronstadt, the most important commercial city in Transylvania.

In the Dobruja region of Rumania, the Russians and Rumanians are advancing southward against the Teutonic allies, according to Bucharest.

In Macedonia the contending sides have been engaged for the most part in artillery duels. A like condition prevails on the Austro-Italian front.

On the western front in France the British have captured all of the town of Le Sars and also made gains north and northeast of Courcellette and southwest of Guedecourt. The Germans have recaptured from the British portions of trenches that had been taken from them in the region north of Le Sars.

so long as commerce in and out of American ports is menaced.

The presence of a German submarine flotilla near American territorial waters, officials fear, may raise perplexing questions of neutrality and in fact a most serious issue would be raised if the operations of the submarines were carried on so near American ports as virtually to constitute a blockade.

SUBMARINES POSTED IN STEAMER LANES

Steamer West Point Gave First Alarm and Within Short Time Wireless Messages Were Flying Up and Down the Coast.

Boston, Oct. 9.—The submarine or submarines of the German navy which have been ravaging shipping along the New England coast had taken a position directly in the steamer lanes, where they could hardly miss anything bound for New York or bound east from that port.

Vessels of the allied nations and neutral bottoms carrying contraband of war scurried to get within the three-mile limit of the American shore. Several which were following the outside course shifted and made for the inside lane.

The Stephano of the Red Cross line, however, was caught outside the neutral zone. The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian government and would have been used as an ice-breaker after her present trip.

Late reports gave further details of the attacks. The Stephano met the submarine six miles southeast of Nantucket lightship and was attacked by gun fire and a torpedo. She remained adrift until 10:05 o'clock last night. The West Point went down 10 miles south of the Nantucket lightship. The Strathedene was attacked "off the lightship," the report stated, and the Bloemerdijk was sunk three miles south of the lightship. She remained adrift sometime, going down at 8:05.

The American steamer Kamsan was held up three miles east of Nantucket lightship.

The first wireless warning of the presence of a hostile submarine in the steamer lane was given in the distress signals of the West Point, which reported that she had been torpedoed 30 miles southeast of Nantucket lightship. This message apparently was picked up by every vessel having a wireless equipment within range, for within a very short time press dispatches from St. John, N. B., and Halifax, N. S., indicated that the patrolling battleships had received alarm. The British censorship, however, prevented the disclosure of the movements of the patrolling fleet.

Meantime ship owners in Boston were communicating with their vessels at sea. It is supposed that any information regarding the submarine activities that reached the battleships came from other vessels rather than from shore, though it might have come from Halifax, where the news was received over land lines.

A thing that is puzzling naval men to-day is why the U-53 came into port yesterday and a thing that is the subject of speculation of many outside the navy is that 17 vessels were sent out to rescue the crew of a single freight steamer. The destroyers were ordered out at the first report that the West Point had been torpedoed. The theory advanced was that Commander Hans Rose of the U-53 came to Newport to advise Admiral Knight that he was about to attack hostile shipping and contraband carrying vessels under the rules of international law.

Admiral Knight reiterated last evening that Commander Rose's call was one of courtesy, but it was suggested that the German commander wished to guard against loss of life through the aid of American vessels in picking up passengers and crews of ships destroyed.

700 SOLDIERS LOST AS STEAMER SUNK

French Auxiliary Cruiser Gallia Torpedoed and 1300 Were Saved by a French Cruiser.

Paris, Oct. 9.—The steamship Gallia, an auxiliary cruiser carrying 2,000 Serbian and French soldiers, was torpedoed and sunk. Thirteen hundred men were picked up by a French cruiser.

HUGHES NOT OPPOSED TO 8-HOUR WORKDAY

Declares Adamson Bill Does Not Regulate That But Simply Is a Wage Bill Regulating the Pay.

Newark, N. J., Oct. 9.—The following is the address which Charles E. Hughes, the Republican candidate for president, delivered at a public open-air meeting here to-day:

I am not opposed to the principle of an eight-hour workday. On the contrary, I favor it. The general principle of the eight-hour workday is that limiting labor to eight hours promotes health, happiness and efficiency. It not only frees from excessive strain, but gives opportunity for education, for enjoyment, for the pleasant and profitable resources of leisure. The whole point is the limitation of hours of labor, that a man shall work eight hours and no longer. The Adamson bill does not provide that. It is a mere pretence to say that it does. It does not limit hours; it simply regulates pay. It is a wage bill.

Let us look at the text of the act. It provides that "eight hours shall, in contracts for labor and service, be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services" of the employees mentioned. That is the only purpose—the purpose "of reckoning compensation." There is no limit to hours of work. Then, again, it is provided that pending the report of the commission and for 30 days thereafter "the compensation of railway employees subject to this act for a standard eight-hour workday shall not be reduced below the present standard day's wage, and for all necessary time in excess of eight hours such employees shall be paid at a rate not less than a pro rata rate for such standard eight-hour workday. There is no limit to hours of work; there is no prohibition of working more than eight hours. The reference to eight hours is solely to fix the wage scale. As Senator Underwood said in the course of the debate in the Senate, replying to another senator:

"If the senator would go and consult with any of the gentlemen who represent the employees and who have been contending here in this matter, they would tell him candidly, as they told me, that the question is a question of wage; that they are not contending for an eight-hour day, that a man shall work only eight hours; they do not want that."

Plainly, whether there should be at this time an eight-hour workday in a particular employment depends on the conditions of that employment. Some employments are readily adjusted to it and others are not. Railroads are not like ordinary industries. It was not suggested that it was practicable to put in a true eight-hour day on railroads. Indeed, the contrary was conceded. Railroad runs are made to division points. Men select their homes accordingly. The time of actual service may be more or less than eight hours. This has not been changed; it was not intended that it should be changed. The change is in the wage scale, not in the hours of labor. Railroad wage schedules were based on hours and miles; that is 10 hours and 100 miles. If a man made his 100 miles in less than 10 hours, that is, in four hours, he got a day's pay. If he took him 12 hours, for example, he got a day's pay and two hours overtime. Now, the change was not to limit or alter the hours of labor, but to pay on the basis of eight hours instead of 10 hours. It is a mere increase of wages by fixing a different basis for calculating wages. Service over eight hours is not prohibited. It is not penalized. No penalty is provided for permitting any one to work a longer time. On the contrary, such work is evidently contemplated.

The railroad runs must be completed in any case, and under this bill, all service over eight hours is simply to be paid for pro rata. The bill says that "for all necessary time in excess of eight hours such employees shall be paid at a rate not less than the pro rata rate for such standard eight-hour workday." There is no increased rate for additional hours.

It is, therefore, wholly misleading to refer to this bill as an eight-hour bill. Let the bill be called by its right name. What is fair and right can afford to be described correctly and can stand on its merits.

DEFENDANT'S WIFE IN COURT.

Henry Wagner Lost Case and His Wife Was Fined at Montpelier.

When Mrs. Henry Wagner was arraigned in Montpelier city court this forenoon on charge of breach of the peace, her husband, Henry Wagner, valiantly announced that he would conduct the defense. The prosecution presented three witnesses to show that Mrs. Wagner committed an assault upon Mrs. Louis Gould of Northfield street last Tuesday and Henry, who has had considerable experience in such matters, having appeared in court himself on different charges more than once, cross-examined them briskly. The respondent then told her story and her husband followed. The grand juror won the verdict over Henry, the court deciding that the respondent was guilty and inflicted a fine of \$5 and costs of \$11.75.

According to the testimony of Mrs. Gould, her son, Daughly, and E. E. Stone, an employee of the Goulds, the trouble arose over the possession of a key to a tenement owned by the Goulds. The Wagners were moving and Mrs. Gould demanded the key, but was refused. Mrs. Gould became insistent, according to her testimony, and Mrs. Wagner began pulling her hair. Screams brought Daughly to the scene and he was met, it was alleged, by Mrs. Wagner armed with a club. Mrs. Wagner denied assaulting Mrs. Gould and used the club only in defense, she testified. Following the verdict the grand juror recommended that a similar charge against Wagner be not pressed. Whatever qualifications Henry may have as an attorney he has not kept pace with the legislature as he was somewhat surprised when informed that an appeal could not be taken from Judge Harvey's ruling of guilty.

Abe Aaron pleaded guilty to breach of the peace, consisting of striking Max Zemmel of Randolph during an argument Friday night, and paid a fine of \$5 and costs. A sentence of not less than four months in the house of correction was suspended, and he was placed on probation. Zeb Carbo pleaded guilty to a third offense of intoxication and sentence was deferred. Henry Hale was unable to pay a fine for a first offense and will serve 20 days in jail.

STEM CRISIS BY BIG BUYING

Stock Market Had Most Violent Half-Hour Since 1907 Panic

WAR STOCKS FELL OFF DOZEN POINTS

Banking Interests Sent in Large Orders, Which Stopped the Fall

New York, Oct. 9.—The stock market was demoralized at the opening to-day, standard issues of war stock breaking even 12 points. Chicago reported a downward crash of wheat values. The cotton market also broke.

After the most exciting half-hour since the panic of 1907 the tide of liquidation was stemmed by a heavy volume of buying orders reported to have been sent by banking interests.

SAW COMPANIONS DROWNED IN LAKE

Fishing Expedition Stopped by Tragic Happening, Burlington and Hunting-ton Men Being the Victims.

Burlington, Oct. 9.—A fishing party planned for yesterday at Mallett's bay was tragically interrupted when Earl C. Morrill, 33 years old, of this city, and John Smith, 27, of Huntington, were drowned in the broad lake between Hog Back island and the long fill of the Rutland railroad, which connects the main land with the islands. Just what caused the men to fall into the water from a motor boat will never be known as none of the other four men in the party saw the accident.

The men left Burlington about 8:30 o'clock yesterday morning in the motor boat "Unas," the property of E. A. Brodie of this city. In the party were Earl C. Morrill, John Smith of Huntington, who was working on Mr. Morrill's residence, O. H. Morrill and B. E. Morrill of Huntington, father and uncle of E. C. Morrill, D. J. Whitton, brother-in-law of E. C. Morrill, and Mr. Whitton's son, John. The latter two live in Williston.

While there was a rather brisk south wind blowing, it was not considered by those in the party that the weather was bad enough to keep them from making the trip, more especially as they were to go north and would therefore run with the waves and wind.

Earl Morrill ran the engine, his father steering, the helm being in the prow of the boat. After Colchester Point had been rounded and Laws island was over the stern a course run north was taken towards the draw bridge near the north end of the fill, under which Mr. Morrill intended to pilot the boat into Mallett's bay. The spray hoods, bow and stern, were down.

The accident occurred about 100 rods south of the draw. According to the story of the men in the boat, Earl Morrill, who was near the engine, stepped upon the small break at the stern of the boat, perhaps a yard wide at the combing and tapering back to a point at the stern post. Mr. Morrill stood up to wave to the crew on the milk train, which was passing over the fill. The others were also waving to the trainmen from their positions in the boat. Smith sitting at the stern with his feet hanging inside the boat.

The first warning of the accident was given by Whitton as the men as they were falling into the water. He shouted and attempted to grab Smith, the nearest to him of the two, but failed. One of the men then did something to the engine which put it out of commission. It is now thought that in his attempt to reverse the engine he threw the clutch in too hard, stalling the motor.

The boat was too far from the struggling men to give them help and both after swimming about for a time in their heavy clothing sank from exhaustion their companions watching their struggles without being able to give them aid.

MOTOR PARTIES IN COURT.

One for Breach of the Peace; Other for Intoxication.

Chelsea, Oct. 9.—A Ford car carrying Eli Kezer of Corinth and Arthur and Arthur Kezer of Granville ran off the highway near the home of Richard Bacon on the main highway between this town and Washington last evening. The party got the car, which was numbered 5065, into the road after considerable difficulty. During the time Mr. Bacon came out of the house and, according to testimony later, asked if he could help, whereupon Eli Kezer hit him in the face, blackening one eye.

Presently the trio started toward Washington and had proceeded about one-half a mile when the car ran into a granite stone six feet long, one and one-half feet thick and two feet wide. The impact was such as to move the stone along six feet and then the stone and car went over an eight-foot embankment into the brook, the car turning bottom side up. Eli Kezer was rendered unconscious and Arthur Kezer was injured about the side.

Meanwhile Mr. Bacon had telephoned to Chelsea and Sheriff Tracy started for Mr. Bacon's residence. Not finding the Kezer party there the officer continued on and came across the overturned automobile. Sheriff Tracy arrested Eli and Arthur Kezer and brought them back to Chelsea. Alpheus coming along on his own hook. To-day before Justice John M. Constock Eli Kezer was arraigned for breach of the peace and was fined \$50 and costs, the fine being remitted and the man being placed on probation for two years. Arthur Kezer was fined \$5 with costs, for intoxication, the whole amounting to \$11.75. Grand Juror W. H. Sprague prosecuted.

AUTO DROVE HEAD-ON INTO STREET CAR

Former Vehicle Smashed and Two of the Occupants Were Taken to the Hospital for Treatment of Slight Injuries.

A Ford car from Middlesex crashed into a southbound street car at the junction near City square Saturday evening, injuring two of the occupants and demolishing the automobile. Frank Silway, owner and driver of the car, and Arthur Bailey, who was with him on the front seat, were rushed to the City hospital in ambulances, but members of the police force who assisted passersby in extricating the passengers took another direction when they came to move Fred Guyette from the scene of the wreck. The street car, which had halted before making the southbound run at 9:10 o'clock, was damaged slightly. Charles Silway, a brother of the driver, and Carroll Chandler, who were on the rear seat with Guyette, disappeared in the shadows of City square before the crowd gathered. Their injuries, if any, have not been inventoried for publication.

Reports concerning the condition of the driver and Bailey varied considerably. It was rumored about the streets after the accident that the men had succumbed; but Silway was discharged from the hospital Sunday morning and physicians who are treating Bailey for injuries about the chest and facial contusions believe he will not be kept there very long.

Silway drove his Ford car directly into the street car. Motorman George Smith was in the vestibule of the car awaiting the signal from Conductor Clyde Brigham to lay off the brakes for the south end trip. Passengers arriving from Montpelier and points intervening had left the car and others had got aboard when Smith saw the automobile coming down South Main street. It clung tenaciously to the car tracks and the driver failed to heed the vigorous clanging of the bell at the head of the car. The collision came at a time when many people were abroad and consequently there were plenty of witnesses. Most of those who saw the collision concurred in their version of the affair. When the automobile struck the fender of the car the radiator seemed to disappear somewhere under the front seat. Silway and Bailey were jammed between the front seat and the runnament of the hood and windshield. The crash broke the fender on the street car, splintered the woodwork and shattered the glass that fronts the motorman's vestibule. None of the occupants was thrown out of the automobile.

Among the first to reach the injured travelers were the motorman and conductor, who were quickly joined by Deputy Chief Gamble, A. J. Cave, N. O. Ralph, Earl Ward and Henry Hill. In five minutes the rescuers themselves were calling for help so rapidly did the crowd collect. Silway and Bailey appeared to be unconscious and neither of them had anything to say when doctors arrived. Guyette was locked up at police headquarters on an intoxication charge. Afterward the remnant of the automobile was towed to the Perry garage and early Sunday morning street sweepers cleared away the last vestige of the wreck.

Bailey is a well known Middlesex farmer who was formerly engaged in the lively business in Montpelier. His wife and daughter live in Middlesex. Frank Silway has been employed by Bailey and Guyette works for Michael Herbert, the town road commissioner. All are comparatively young men. According to some of the principals, Silway invited them to accompany him on a trip to Barre. Chandler and young Silway joined the party later and Guyette, one of the original members, asked to get out of the machine at Montpelier. According to Guyette, his plans didn't jibe with those of Silway and Bailey and he went the whole way with them. Guyette told the police that members of the party did not neglect to pay their respects to several juice mills in Barre as soon as they arrived. Just before the accident, he continued, in his statement to the officers yesterday, Silway drove the car up South Main street. Once they turned into someone's yard and brought up against a barn, but made their escape after using the tail light as a guide.

As they were returning down South Main street, Guyette said, all of the passengers cautioned Silway to drive slowly and to "keep to the right." He drove faster than Guyette and Chandler thought was necessary and refused to slacken the speed of the car even when the rear-seat passengers told him to steer clear of the street car.

DISTRICT MEETING IN BARRE.

Odd Fellows of 13th District Will Meet with Hiawatha Lodge Tuesday.

The I. O. O. F. district meeting of the subordinate lodges of district No. 13 will be held in Barre Tuesday evening, Oct. 10, the meeting being opened at 7:30 sharp by Hiawatha lodge of Barre. The evening's program is as follows: Introduction of grand officers; address of welcome, Warner Wheeler, N. G. Hiawatha lodge, No. 20; response, Rev. James Ramage, chaplain Gill lodge, No. 57; response for grand officers, J. G. Roy, grand master, East Barre; simplification of initiatory degree, Arcadia lodge, No. 53, Plainfield; G. L. No. 57, East Barre; Williamstown, No. 64, Williams town; Washington, No. 75, Washington.

Discovery of Grand Canon.

The first white men to see the Grand Canyon of the Colorado were Cardenas and his 12 companions, who were guided there by Hopi Indians from Tunesay. Cardenas was sent to Colorado to find the wonderful river of which De Tovar had heard from the Indians. He remained four days on the rim at some point now unknown, looking in vain for a way to descend. It is always interesting to recall the heroic trip made by Maj. J. W. Powell down the Grand Canyon in small boats when practically nothing was known of its course or character. His journey began at Green river, Wyo., May 24, 1869, and was notably successful.—U. S. G. S.

HOME RUN BY MYERS

Gave Brooklyn the Lead in the First Inning

BOSTON EVENED SCORING IN THIRD

Both Gardner and Hooper Made Startling Hits

Innings 1 2 3 4 5 6 7 8 9 Total
Br'n 1 0 0 0 0 0 0 0 0
Boston 0 0 1 0 0 0 0 0 0

Braves' Field, Boston, Oct. 9.—"Babe" Ruth and Sherrod Smith opposed each other in the second game of the world series this afternoon. The lineup was as follows:

Brooklyn	Boston
Johnston, r. f.	Hooper, r. f.
Daubert, 1b	Janvrin, 2b
Myers, c. f.	Walker, c. f.
Wheat, l. f.	Hobitzell, 1b
Cutshaw, 2b	Lewis, l. f.
Mowrey, 3b	Gardner, 3b
Olson, ss.	Scott, ss.
Miller, c.	Thomas, c.
Smith, p.	Ruth, p.

First Inning.

First inning: Johnston flied out to Walker after the count was 2 and 2. Daubert fouled out to Gardner who had to run to the home bench to make the catch. Myers drove a long hit to the center field fence for a home run, and the crowd gave him a big cheer. Myers had crossed the plate before the ball was returned to the infield. Wheat flied out to Hooper, who took the ball on the center field fence for a home run, and the crowd gave him a big cheer. Myers had crossed the plate before the ball was returned to the infield. Wheat flied out to Hooper, who took the ball on the center field fence for a home run, and the crowd gave him a big cheer.

In the second half of the first inning Smith tossed out Hooper. Janvrin sent a line fly to Myers who did not have to move out of his tracks to get the ball. Walker sent up a high foul to Daubert. No runs, no hits, no errors.

Second Inning.

Second inning, first half—Ruth defect-Cutshaw's grounder to Gardner who threw him out at first. Mowrey lined to Janvrin. Olson struck out. No runs, no hits, no errors.

Second half, Olson threw out Hobitzell. Lewis singled over second. Smith tried to pick Lewis off first and Manager Carriagan claimed a balk. It was not allowed. Gardner forced Lewis. Mowrey to Olson to Cutshaw. Gardner was picked off first, Miller to Daubert. No runs, one hit, no errors.

Third Inning.

Third inning, first half. Brooklyn was playing with a snap and dash and confidence that did not mark their style on Saturday. Scott threw out Miller, taking the ball back on the grass and making a long throw. Smith doubled to right but was thrown out stretching his leg. Hooper to Walker to Scott. Johnson singled over second. Thomas almost caught Johnston off first with a quick throw. Johnston was out stealing. Thomas to Janvrin, who was waiting for him with the ball as he slid into the bag. No runs, two hits, no errors.

Third inning, second half. Scott drove a deep liner to left center for three bases. Cutshaw threw out Thomas. Scott holding third. Scott scored when Cutshaw momentarily fumbled Ruth's grounder. Ruth, however, was thrown out at first. Cutshaw let Hooper's grounder go through him for the first error of the game. Janvrin forced Hooper, Olson to Cutshaw. One run, one hit, one error.

Fourth Inning.

Fourth inning, first half. Daubert walked. A double play followed. Scott took Myers grounder and tossed to Janvrin, who then threw out Myers at first. Ruth threw out Wheat at first. No runs, no hits, no errors.

Fourth Inning, second half.

Smith took Walker's puny tap and threw him out. Hobitzell walked. Lewis hit into a double play, Mowrey to Cutshaw to Daubert. No runs, no hits, no errors.

A Beau's Weaux.

She figured that he would propeaux; Angelina and Harry were beaux, But poor Harry was broke broke And as soon as he spoke Angie cruelly turned up her nox.

A Voice—Mary! what are you doing out there?
Mary—I'm looking at the moon, mother.

Voice—Well! tell the moon to go home, and come in off that porch. It's half-past eleven!—Punch Bowl.

The Benefit of the Doubt.

"You don't think that money brings happiness?"
"Well; no."
"But still you are after money."
"Yes; you see while I don't think that money brings happiness, I'm dead sure that poverty doesn't."

The Deduction.

"What foolish things a fellow will do when he is in love."
"Oh, Margy, has he proposed?"—Philadelphia Public Ledger.

Husband—Yes, "I'm certain this rest will do me good, if only the bottom doesn't drop out of the stock market while I'm away."

Wife—You surely didn't forget to turn off your ticker, I hope.—Puck.

A Difficulty on the Clyde.

Steering Passenger (unaccustomed to steamboats)—Could ye tell me whit and this boat gangs ta Greenock?—Passing Show.